OWNER'S MANUAL

YBR 125K

5YJ-F8199-E0

IDENTIFICATION NUMBERS RECORD

Record the frame serial number and engine serial number in the spaces provided for assistance when ordering spare parts from a Yamaha dealer or reference in case the vehicle is stolen.

1. FRAME SERIAL NUMBER:

2. ENGINE SERIAL NUMBER:

YBR 125K
OWNER'S MANUAL

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INTRODUCTION

Congratulations on your purchase of the YAMAHA YBR 125K. This model is the result of Yamahaís vast experience in the production of fine sporting, touring, and pacesetting racing machines. It represents the high degree of craftmanship and reliability that have made Yamaha a leader in these fields.

This manual will give you an understanding of the operation, inspection, and basic maintenance of this motorcycle.

If you have any questions about the operation or maintenance of your motorcycle, please consult a Yamaha dealer.

YAMAHA MOTOR DA AMAZÕNIA LTDA.

Particularly important information is distinguished in this manual by the following notations:

NOTE: A NOTE provides key information to make procedures easier or clearer.

CAUTION: A CAUTION indicates special precautions that must be taken to avoid damage to the machine.

WARNING: Failure to follow WARNING instructions **could result in severe injury or death** to the machine operator, a bystander or a person inspecting or repairing the machine.

NOTE:

This manual should be considered a permanent part of this machine and should remain with it even if the machine is subsequently sold.
Yamaha continually seeks advancements in product design and quality. Therefore, while this manual contains the most current product information available at the time of printing. There may be minor discrepancies between your machine and this manual.
If there is any question concerning this manual, please consult your Yamaha dealer.

WARNING:

PLEASE READ THIS MANUAL CAREFULLY AND COMPLETELY BEFORE OPERATING THIS MACHINE. DO NOT ATTEMPT TO OPERATE THIS MOTORCYCLE UNTIL YOU HAVE ATTAINED A SATISFACTORY KNOWLEDGE OF ITS CONTROLS AND OPERATING FEATURES AND UNTIL YOU HAVE BEEN TRAINED IN SAFE AND PROPER RIDING TECHNIQUES. REGULAR INSPECTIONS AND CAREFUL MAINTENANCE, ALONG WITH GOOD RIDING SKILLS WILL ENSURE THAT YOU SAFELY ENJOY THE CAPABILITIES AND THE RELIABILITY OF THIS MOTORCYCLE.

SAFETY INFORMATION

TWO-WHEELED MACHINES ARE SINGLE TRACK VEHICLES. THEIR SAFE USE AND OPERATION ARE DEPENDENT UPON THE USE OF PROPER RIDING TECHNIQUES AS WELL AS THE EXPERTISE OF THE OPERATOR.

EVERY OPERATOR SHOULD KNOW THE FOLLOWING REQUIREMENTS BEFORE RIDING. HE OR SHE SHOULD.

1. OBTAIN THOROUGH INSTRUCTIONS FORM A COMPETENT SOURCE ON ALL ASPECTS OF MACHINE OPERATION.
2. OBSERVE THE WARNINGS AND MAINTENANCE REQUIREMENTS IN THE OWNERíS MANUAL.
3. OBTAIN QUALIFIED TRAINING IN SAFE AND PROPER RIDING TECHNIQUES.
4. OBTAIN PROFESSIONAL TECHNICAL SERVICE AS INDICATED BY THE OWNERíS MANUAL AND/OR WHEN MADE NECESSARY BY MECHANICAL CONDITIONS.

SAFE RIDING

1. Always make pre-operation checks. Careful checks may help prevent an accident.
2. Many accidents involve inexperienced operators.
   a. Know your skills and limits. Staying within your limits may help you to avoid an accident.
   b. Only lend your machine to experienced operators.
3. Many machine accidents have been caused by machine operator errors. A typical error made by the operator is veering wide on a turn due to EXCESSIVE SPEED or undercornering (insufficient lean angle for the speed). Never travel faster than warranted by conditions.
4. Ride cautiously in unfamiliar areas. You may encounter hidden obstacles which could cause an accident.
5. The operatorís posture is important for proper control. The operator should keep both hands on the handlebars and both feet on the operator footrests during operation to maintain control of the machine.
6. Never ride under the influence of alcohol or drugs.

PROTECTIVE APPAREL

The majority of fatalities from machine accidents are the result of head injuries. The use of a safety helmet is the single most critical factor in the prevention or reduction of head injuries.

1. Always wear an approved helmet.
2. Wear a face shield or goggles. Wind on your unprotected eyes could contribute to an impairment of vision which could delay seeing a hazard.
3. The use of heavy boots, jacket, trousers, gloves, etc. is effective in preventing or reducing abrasions or lacerations.
4. Never wear loose fitting clothing. It could catch on the control levers, footrests, or wheels and cause injury or accident.
5. Never touch the engine or exhaust system during or after operation. They become very hot and can cause burns. Always wear protective clothing that covers your legs, ankles and feet.
6. Always use clear clothes to make your visualization easier.
7. Items above must also be followed by pillion rider.

MODIFICATION

Modifications made to the machine not approved by Yamaha, or the removal of original equipment, may render your machine unsafe for use and may cause severe personal injury. Modifications may also make your machine illegal to use.

ACCESSORIES AND LOADING

Adding accessories or cargo to your machine can adversely affect stability and handling if the weight distribution of the machine is changed. To avoid the possibility of an accident, extreme caution should be used if adding cargo or accessories to your machine.

Use extra care if riding a machine which has added cargo or acessories. Genuine Yamaha accessories have been specifically designed for use on this machine. Since Yamaha cannot test all other accessories which may be available, you must personally be responsible for the proper selection, installation and use of non-Yamaha accessories.

You should use extreme caution when selecting and installing any accessories. Keep in mind these guidelines for mounting accessories in addition to those provided under ìLOADINGî.

1. Never install accessories or carry cargo that would impair the performance of your machine. Carefully inspect the accessory before using it to make sure it does not in any way reduce ground clearance or cornering clearance, limit suspension travel, steering travel or control operation, or obscure lights or reflectors.
   a. Accessories fitted to the handlebar or the front fork area can create instability due to improper weight distribution or aerodynamic changes. If accessories are added to the handlebar or front fork area, they must be as lightweight as possible and should be kept to a minimum.
   b. Bulky or large accessories may seriously affect the stability of the machine due to aerodynamic effects. Wind may attempt to lift the machine, or the machine may become unstable in cross winds. These accessories may also cause instability when being passed by or passing large vehicles.
   c. Certain accessories can displace the operator from his or her normal riding position. This improper position limits the freedom of movement of the operator and may limit control ability. Therefore such accessories are not recommended.
2. Caution must be used if adding electrical accessories. If these accessories exceed the capacity of the machineís electrical system, an electric failure could result, which could cause a dangerous loss of lights or engine power.

GASOLINE AND EXHAUST GAS

1. GASOLINE IS HIGHLY FLAMMABLE:
   a. Always turn off the engine when refueling.
   b. Take care not to spill any gasoline on the engine or exhaust system when refueling.
   c. Never refuel while smoking or in the vicinity of an open flame.
2. Never start the engine or let it run for any length of time in a closed area. The exhaust fumes are poisonous and may cause loss of consciousness and death within a short time. Always operate your motorcycle in an area that has adequate ventilation.
3. Always turn off the engine before leaving the machine unattended and remove the ignition key. When parking the machine, note the following:
   a. The engine and exhaust system may be hot. Park the machine in a place where pedestrians or children are not likely to touch these hot areas.
   b. Do not park the machine on a slope or soft ground; the machine may fall over.
   c. Do not park the machine near a flammable source, e. g. a kerosene heater, or near an open flame. The machine could catch fire.
4. When transporting the machine in another vehicle, be sure it is kept upright and that the fuel cock is turned to ìONî or ìRESî (for vacuum type) / ìOFFî (for manual type).
   If it should lean over, gasoline may leak out of the carburetor or fuel tank.
5. If you should swallow any gasoline, inhale a lot of gasoline vapor, or allow gasoline to get in your eyes, see your doctor immediately. If any gasoline spills on your skin or clothing, immediately wash it off with soap and water and change your clothes.

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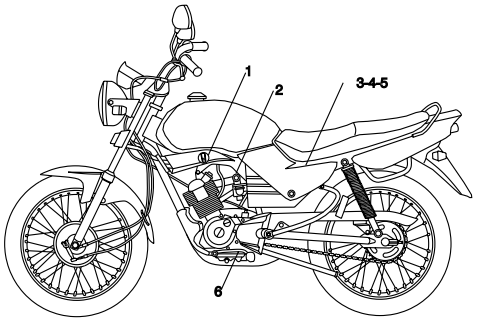

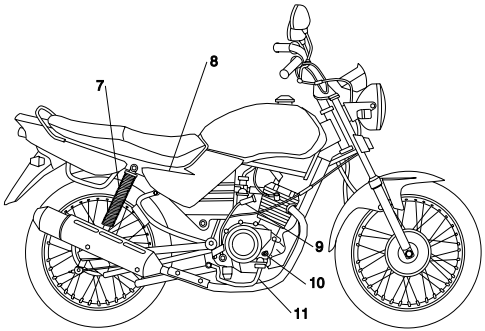

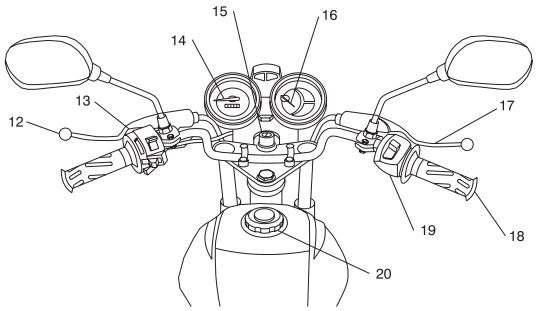

01. Fuel cock
02. Starter lever
03. Battery
04. Fusible
05. Tool kit
06. Shift pedal
07. Shock absorber
08. Air filter
09. Kick stater
10. Dispstick
11. Rear brake pedal
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14. Speedometer
15. Main switch
16. Fuel gauge
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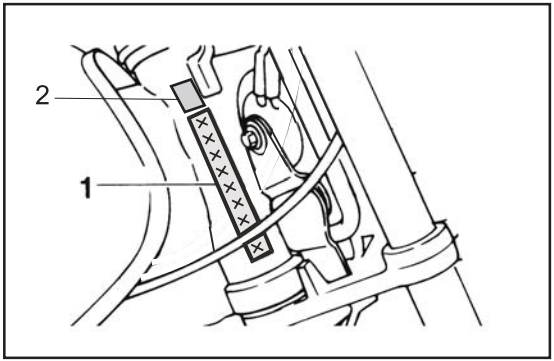
10. Handlebar switches over left
20. Fuel tank cap

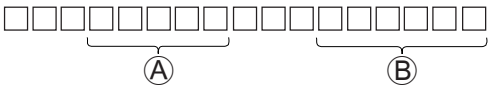
Vehicle identification number

The vehicle identification number is stamped into the steering head pipe.Record this number in the space provided.



1. Frame number 2. Production year

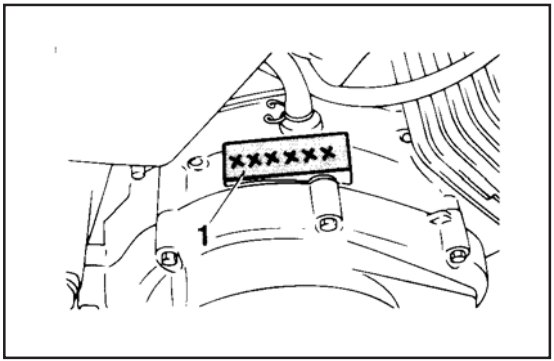
NOTE:



Model code is indicated by 4th to 8th Ⓐ digits and serial number is indicated by 12th to 17th digits Ⓑ. Record these numbers for reference in case of ordering parts from a Yamaha dealer.

Engine serial number

The engine serial number is stamped on right-hand engine crankcase.

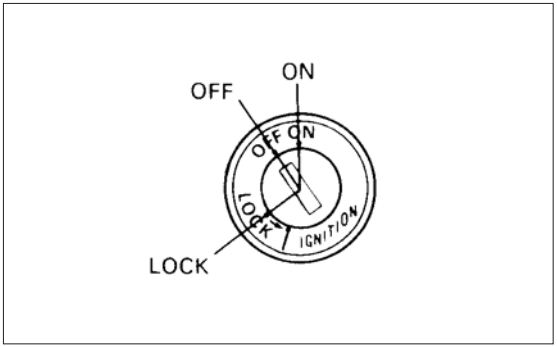


1. Engine serial number

CONTROL FUNCTIONS

Main switch

The main switch controls the ignition and the electrical system. Itís operation is described below.



ON:

Electrical circuits are switched on. Engine can be started. The key cannot be removed.

OFF:

All electrical circuits are switched off. The key can be removed.

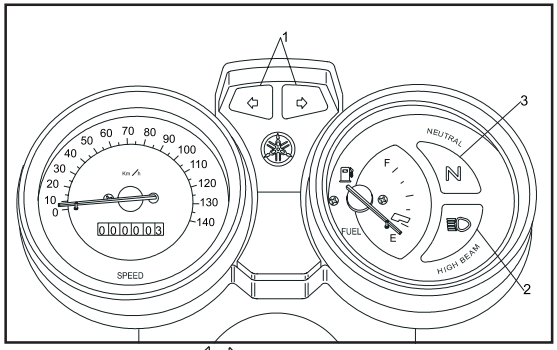
LOCK:

The steering is locked and all electrical circuits are switched off. The key can be removed. Refer to page (3-11) ìSteering lockî for instructions.

NOTE:

Always turn the main switch to ìOFFî or ìLOCKî and remove the key when the motorcycle is unattended.

Indicator lights



1. Turn indicator lights " ⇦⇨ "
2. High beam indicator light " ≣D'
3. Neutral indicator light "N"

Turn indicator lights " ⇦⇨ "

The corresponding indicator fhashes when the turn switch is moved to the ì← ì or ì→ì.

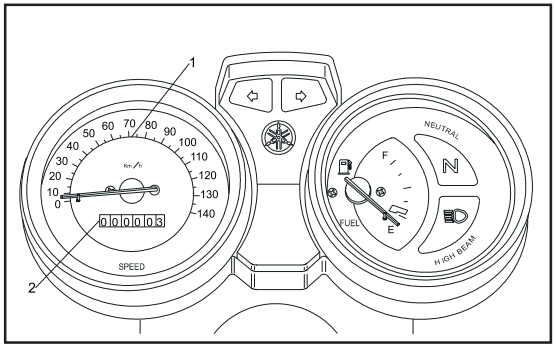
High beam indicator light " ≣D "

This indicator comes on when the headlight high beam is used.

Neutral indicator light " N "

This indicator comes on when the transmission is in neutral.

Speedometer

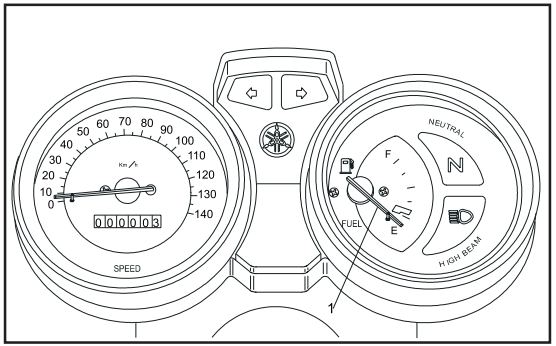


1. Adjustind knob 2. Odometer

The speedometer shows riding speed.

This speedometer is equipped with an odometer.

Fuel gauge



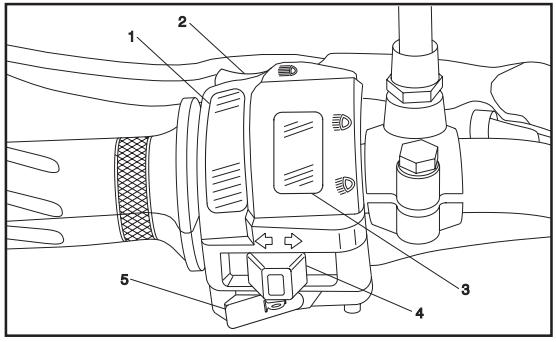
1. Fuel gauge

The fuel gauge indicates the quantity of the remaining gasoline in the tank. The gauge needle moves from ìFî (Full) to ìEî (Empty) as the fuel level decreases. When the needle reaches the ìRED ZONEî, refill the tank at the earliest opportunity.

NOTE:

The fuel meter needle does not move when the main switch is in ìOFFî position.

Handlebar switches over left



1. Light switch
2. Pass switch
3. Dimmer switch
4. Turn signal switch
5. Horn switch

LIGHTS SWITCH

Turning the light switch to ì -☼- ì, turns on the meter lights, headlight and tail-lights.

PASS SWITCH " ≡D "

Press the switch to operate the passing light.

Dimmer switch

Turn the switch to " ≡D " for the high beam and to "≡D" for the low beam.

TURN SIGNAL SWITCH " ⇦⇨ "

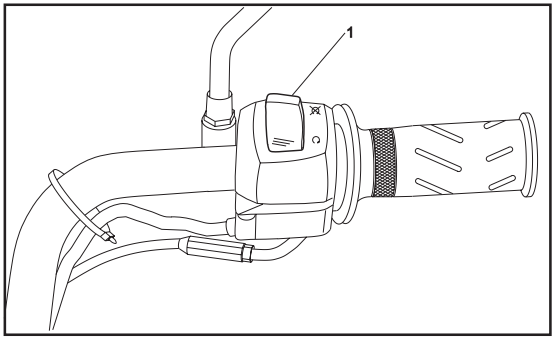
To signal a right-hand turn, push the switch to ì ⇨ ì ; to signal a left-hand turn, push the switch to ì⇦ ì .

Once the switch is released it will return to the center position. To cancel the signal, push the switch in after it has returned to the center position.

HORN SWITCH " ◣ "

Press the switch to sound the horn.

Handlebar switches over rigt

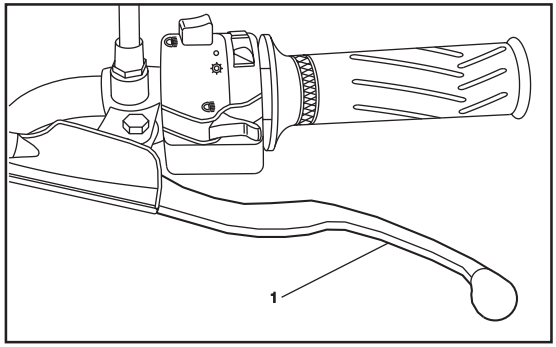


1. ìENGINE STOPî switch, shuts the engine off

“ENGINE STOP” switch

The engine stop switch is a safety device for use in an emergency such as when the motorcycle overturns or if trouble occurs in the throttle system. Turn the switch to ì ↷ î to start the engine, and turn the switch to ì ⊗ î to stop the engine.

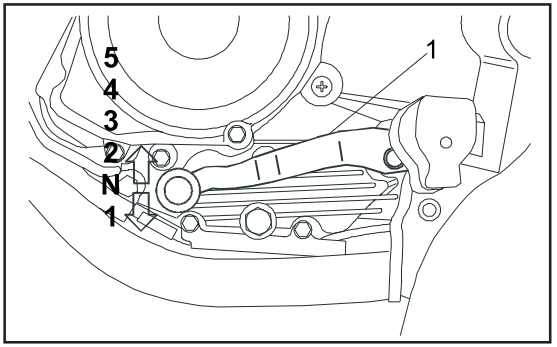
Clutch lever



1. Clutch lever

The clutch lever is located on the left handlebar. Pull the clutch lever to the handlebar to disengage the clutch, and release the lever to engage the clutch. The lever should be pulled rapidly and released slowly for smooth clutch operation.

Shift pedal

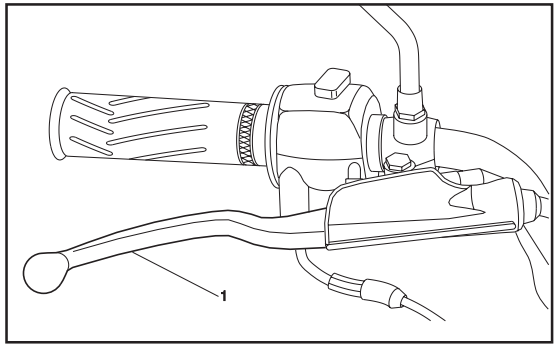


1. Shift pedal

This motorcycle is equipped with a constant-mesh 5-speed transmission.

The shift pedal is located on the left side of the engine and is used in combination with the clutch when shifting.

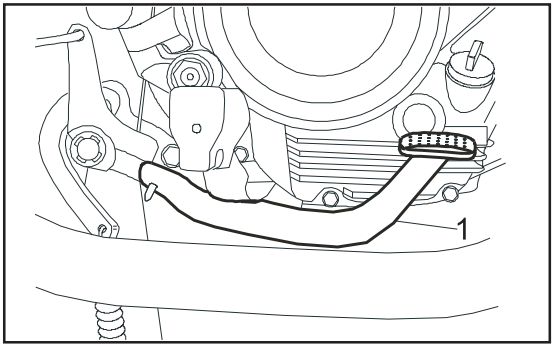
Front brake lever



1. Front brake lever

The front brake lever is located on the right handlebar. Pull it toward the handlebar to apply the front brake.

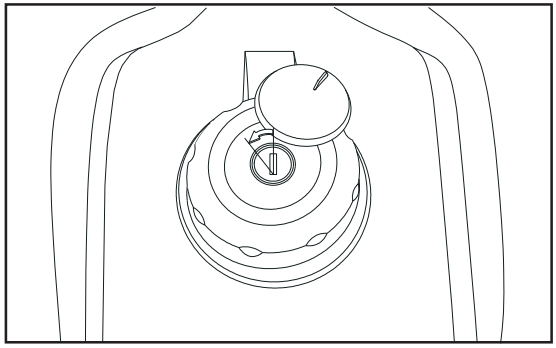
Rear brake pedal



1. Rear brake pedal

The rear brake pedal is on the right side of the motorcycle. Press down on the brake pedal to apply the rear brake.

Fuel tank cap



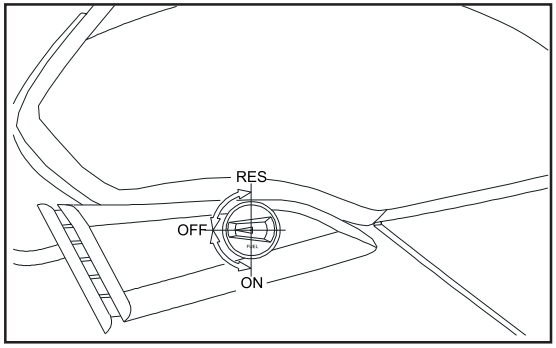
TO OPEN:
Insert the key and turn it 1/4 turn clockwise. The lock will be released and the cap can be opened.

TO CLOSE:
Push the tank cap into position with the key inserted. To remove the key, turn it counterclockwise to the original position.

WARNING:

Be sure the cap is properly installed and locked in place before riding the motorcycle.

Fuel cock



The fuel cock supplies fuel from the tank to the carburetor while filtering it also.

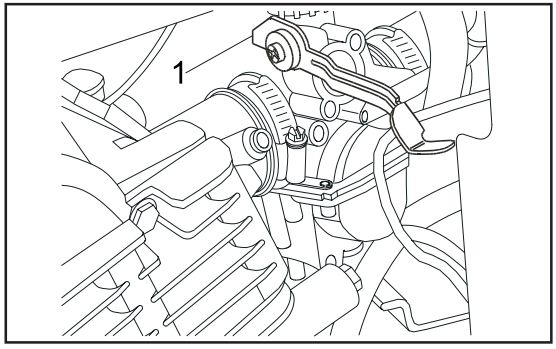
The fuel cock has three positions:

OFF: With the fuel cock in this position, fuel will not flow. Always set the fuel cock to this position when the engine is not running.

ON: With the fuel cock in this position, fuel flows to the carburetor. Set the fuel cock to this position when starting the engine and while riding.

RES: This indicates reserve. If you run out of fuel while riding, set the fuel cock to this position.
Fill the tank at the first opportunity. be sure to set fuel cock back to ìONî after refueling!

Starter lever

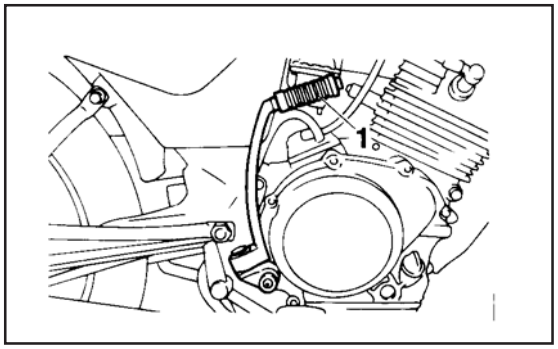


1. Starter lever

Starting a cold engine requires a richer air-fuel mixture. A separate starter circuit supplies the mixture.

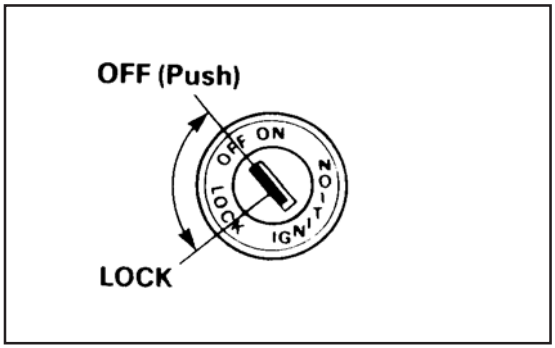
Pull the starter knob up to open the circuit for starting. When the engine has warmed up, push the knob down to close the circuit.

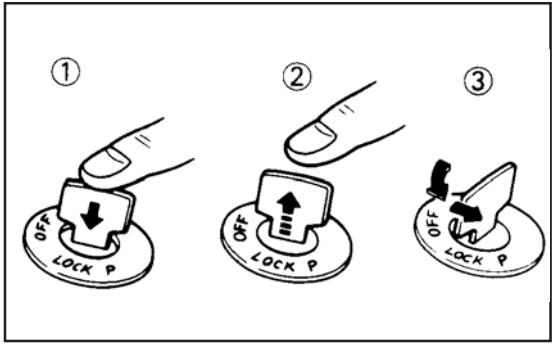
Kick starter



1. Kick starter

Rotate the kick starter away from the engine. Push the starter down lightly with your foot until the gears engage, then kick smoothly and forcefully to start the engine.
Shift to neutral before starting.





1. Push 2. Release 3. Turn

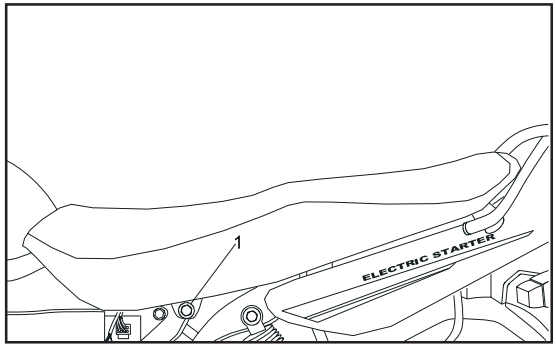
Steering lock

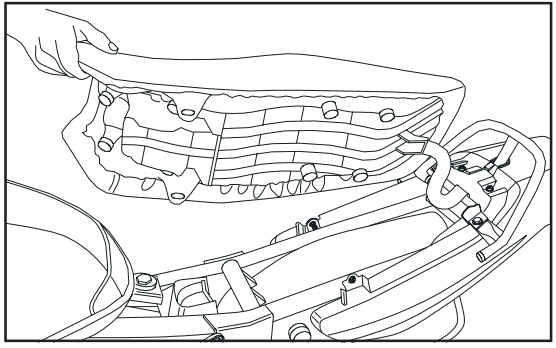
The steering is locked when the main switch is turned to ìLOCKî. To lock the steering, turn the handlebars all the way to the left. With the key at ìOFFî position, push it into the main switch and release it, turn it counterclockwise to ìLOCKî, and remove the key. To release the lock, turn the key to ìOFFî.

WARNING:

Never turn the key to "LOCK" position when the motorcycle is moving.

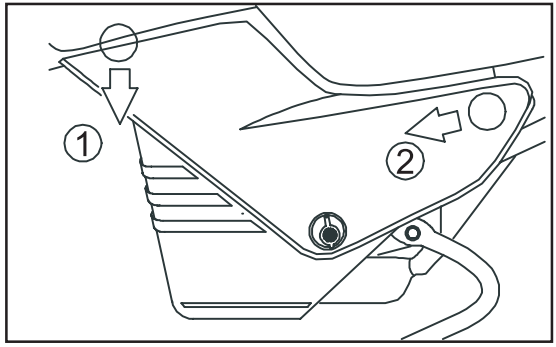
Seat





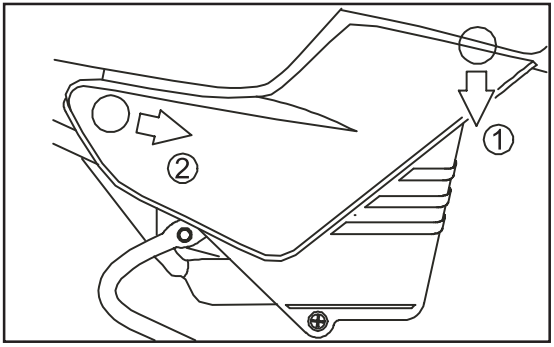
To remove the seat, remove the side covers (see page 3-13), then remove the bolts and release the lobe from the rear portion of the frame.

To reinstall the seat, insert the lobe into the receptacle on the frame, then tighten the bolts.
Reinstall the side covers.



1. Pull 2. Pull forward

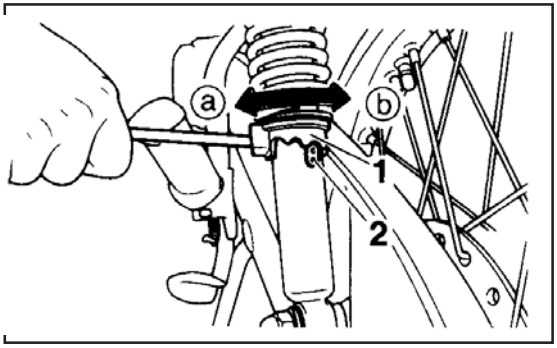
Insert the key and turn it 1/4 clockwise. Pull the cover towards yourself ① to release the fitting pin, and then, pull it forward ②.
To reinstall, reverse the removal procedures.



1. Pull 2. Pull forward

Remove the key nad then pull the cover towards yourself ① to release the fitting pin, and then, pull it forward ②.
To reinstall, reverse the removal procedures.

Rear shock absorber adjustment



1. Spring preload adjusting ring 2.Position indicator

	Soft		Standard	Hard			
Adjusting position	1	2	3	4	5	6	7

Each shock absorber is equipped with a spring preload adjusting ring. Adjust spring preload as follows.
Turn the adjusting ring in direction ⓐ to increase spring preload and in direction ⓑ to decrease spring preload. Make sure that the appropriate notch in the adjusting ring is aligned with the position indicator on the rear shock absorber.

CAUTION:

Always adjust each shock absorber to the same setting. Uneven adjustment can cause poor handling and loss of stability.

PRE-OPERATION CHECKS

Before using this motorcycle, check the following points:

ITEM	ROUTINE	PAGE
Brakes	Check operation, condition and free play. Adjust if necessary	6-16 ~ 6-18
Clutch	Check operation, condition and free play. Adjust if necessary	6-18
Throttle grip / cable	Check for smooth operation. Lubricate / Adjust if necessary	6-14 , 6-22
Engine oil	Check oil level / add oil as necessary	4-3 , 6-6 , 6-9
Drive chain	Check chain slack and condition. Lubricate if necessary Adjust if necessary.	6-19 ~ 6-21
Air filter	Clean and oil it frequently.	6-10 ~ 6-11
Wheels / Tires	Check tire pressure, wear, damage and spoke tightness	4-3 ~ 4-6 , 6-31 ~ 6-33
Control and meter cable	Check for smooth operation. Lubricate if necessary	6-21

ITEM	ROUTINE	PAGE
Rear brake and shift pedal shafts	Check for smooth operation. Lubricate if necessary	6-22
Front brake and clutch lever pivots	Check for smooth operation. Lubricate if necessary	6-22
Sidestand	Check for smooth operation. Lubricate if necessary	6-22
Fittings / Fasteners	Check all chassi fittings and fasteners. Tighten / Adjust, if necessary	4-6 , 6-5
Fuel tank	Check fuel level / top up as required.	4-7
Lights, signals and switches	Check for proper operation	4-6 , 6-28 ~ 6-30
Battery	Check electrolyte level. Replenish with ìdistilled waterî if necessary.	6-25 ~ 6-27

NOTE:

Pre-operation checks should be made each time the motorcycle is used. Such an inspection can be thoroughly accomplished in a very short time; and the added safety it assures is more than worth the time involved. If any maintenance service or adjustment is needed, consult the chart above to refer to the pages in which the service or adjustment is described.

WARNING:

1. **The engine, exhaust pipe, and muffler will be very hot after the engine has been run.**
   Be careful not to touch them or to allow any clothing item to contact them during inspection or repair.
2. **If any item is not working properly, have it inspected and repaired before operating the motorcycle.**

Engine oil (See page 6-6 for details)
Make sure the engine oil is at the specified level. Add oil as necessary.

OIL QUANTITY:

Total amount:
1.2 L (0.264 Imp gal, 0.317 US gal)
Periodic oil change:
1.0 L (0.220 Imp gal, 0.264 US gal)

CAUTION:
Check the oil level in a daily manner and top it up if necessary.

Tires
To ensure maximum performance, long service, and safe operation, note the following:

1. Tire air pressure
   Always check and adjust the tire pressure before operating the machine.

WARNING:
Tire inflation pressure should be checked and adjusted when the temperature of the tire equals the ambient air temperature.
Tire inflation pressure must be adjusted according to total weight of cargo, rider, passenger and accessories (fairing, saddlebags, etc. if approved for this model), and vehicle speed.

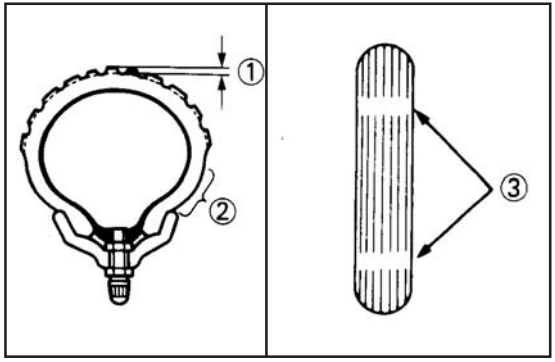
Basic weight: With oil and without fuel	116 Kg (256 lb)	
Maximum load*:	160 Kg (353 lb)	
Cold tire pressure:	Front	Rear
up to 90 Kg (198 lb) load*:	1.75 kg/cm^2 25 PSI / 175 kpa	2.0 kg/cm^2 28 PSI / 200Kpa
90 Kg (198 lb) ~ maximum load*:	1.75 kg/cm^2 25 PSI / 175 Kpa	2.25 kg/cm^2 32 PSI / 225 Kpa

*** Load is the total weght of cargo, rider, passenger and accessories.**

WARNING:

Proper loading of your motorcycle is important for the handling, braking, and other performance and safety characteristics of your motorcyle. Do not carry loosely packed items that can shift. Securely pack your heaviest items close to the center of the motorcycle, and distribute the weight evenly from side to side. Properly adjust the suspension for your load, and check the condition and pressure of your tires. NEVER OVERLOAD YOUR MOTORCYCLE. Make sure the total weight of the cargo, rider, passenger, and accessories (fairing, saddlebags, etc. if approved for this model) does not exceed the maximum load of the motorcycle. Operation of an overloaded motorcycle could cause tire damage, an accident, or even injury.

2. Tire inspection
   Always check the tires before operating the motorcycle. If a tire tread shows crosswise lines (minimum tread depth), if the tire has a nail or glass fragments in it, or if the side wall is cracked, contact a Yamaha dealer or other qualified mechanic and have the tire replaced.



1. Tread depth 2. Side wall 3. wear indicator

WARNING:

After extensive tests, the tires listed below have been approved by Yamaha for this model. The front and rear tires should always be by the same manufacturer and of the same design. No guarantee concerning handling characteristics can be given if a tire combination other than one approved by Yamaha is used on this motorcycle.

	Manufacturer	Size	Type
Front	PIRELLI	2.75-18	42P MT 39
Rear	PIRELLI	90/90-18	57P MT 15

Minimum tire tread depth (from and rear)	0,8 mm (0,032 in)

WARNING:

1. **It is dangerous to ride with a worn-out tire. When the tire tread begin to show signs of wear, replace the tire immediately. Brakes, tires and related wheel parts should be left to a Yamaha dealer.**

2. **Patching a punctured tube is not recommended. If it is absolutely necessary to do so, use great care and replace the tube as soon as possible with a good quality replacement.**

Fitting/Fasteners

Alway check the tightness of chassis fittings and fasteners before a ride. Use the chart on page 6-5 to find the correct torque.

Switches

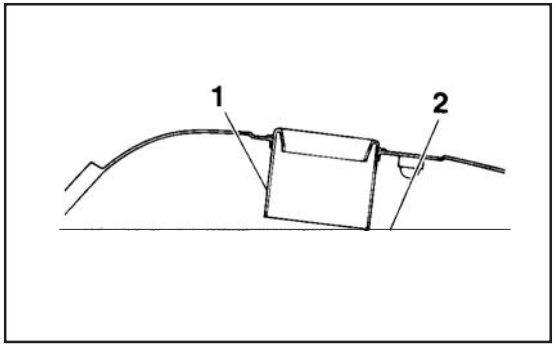
Check the operation of the starter switch, main switch, ì Engine Stopî switch.

Wheels

To ensure maximum performance, long service, and safe operation, note the following:

1. Always inspect the wheels before a ride. Check for cracks, bends, or warpage of the wheel; be sure the spokes are tight and undamaged. If any abnormal condition exists in a wheel, consult a Yamaha dealer or other qualified mechanic. Do not attempt even small repairs to the wheel. If a wheel is deformed or cracked, it must be replaced.
2. Tires and wheels should be balanced whenever either one is changed or replaced. Failure to have a wheel balanced can result in poor performance, adverse handling characteristics, and shortened tire life.
3. After installing a tire, ride conservatively to allow the tire to seat itself on the rim properly. Failure to allow proper seating may cause tire failure, resulting in damage to the motorcycle and injury to the rider.

Fuel



1. Fuel level 2. Filler tube

Make sure there is sufficient fuel in the tank.

WARNING:

Do not overfill the fuel tank. Avoid spilling fuel on the hot engine. Do not fill the fuel tank above the bottom of the filler tube as shown in the illustration or it may overflow when the fuel heats up later and expands.

CAUTION:

Always wipe off spilled fuel immediately with a dry and clean soft cloth. Fuel may deteriorate painted surfaces or plastic parts.

Recommended fuel:
UNLEADED FUEL

Fuel tank capacity:
Total:
13.0 L (2.860 Imp gal, 3.434 US gal)
Reserve:
1.7 L (0.374 Imp gal, 0.450 Us gal)

Your Yamaha engine has been designed to use regular unleaded gasoline with a pump octane number ([R+m]/2) of 86 or higher, or research octane number of 91 or higher. If knocking or pinging occurs, use a different brand of gasoline or premium unleaded fuel. Unleaded fuel will give you longer spark plug life and reduced maintenance cost. If unleaded gasoline is not available, then leaded regular gasoline can be used.

Gasohol
There are two types of gasohol; gasohol containing ethanol and that containing methanol. Gasohol containing ethanol can be used if ethanol content does not exceed 10%. Gasohol containing methanol is not recommended by Yamaha because it can cause fuel system damage or vehicle performance problems.

OPERATION AND IMPORTANT RIDING POINTS

CAUTION:

Before riding this motorcycle, become thoroughly familiar with all operating controls and their functions. Consult a Yamaha dealer regarding any control or function that you do not thoroughly understand.

Never start your engine or let it run for any length of time in a closed area.
The exhaust fumes are poisonous and can cause loss of consciousness and death within a short time. Always operate your machine in an area with adequate ventilation.

Before starting out, always be sure the sidestand is up. Failure to retract the sidestand completely can result in a serious accident when you try to turn a corner.

CAUTION:

1. **Be very careful if you are carrying object while riding the motorcycle**

2. **Be vareful not to put any object near battery terminals.**
   Electrical failure or acid corrosion may occur.

Starting a cold engine

1. Turn the fuel cock to ìONî.
2. Turn the main switch to ìONî and the engine stop switch to ì ì.
3. Shift transmission into neutral.

NOTE:
When the transmission is in neutral, the neutral indicator light should be on. If the light does not come on, ask a Yamaha dealer to inspect it.

4. Fully open the starter (CHOKE) and completely close the throttle grip.
5. Kick the starter to start the engine.
6. After starting the engine, turn back the starter to an intermediate position.

NOTE:
To obtain maximum engine life and service, do not ever thoroughly accelerate it while the engine is cold.

7. After warming up the engine, turn back the stater (CHOKE) completely.

NOTE:
The engine is warm when it responds normally to the throttle with the starter turned off.

Starting a warm engine

The starter lever is not required when the engine is warm.

CAUTION:
If the engine fails to start with the procedures above, try to start again with the throttle grip opened 1/4 to 1/2.

Warming up the engine

For extended engine life always warm the engine up never accelerate hard while the engine is cold. To check if engine temperature is normal, rev the engine with the choke closed and check to see if it responds normally.

CAUTION:
See the ìBreak-in sectionî prior to operating the motorcycle for the first time.

Shifting

The transmission lets you control the amount of power you have available at a given speed for starting, accelerating, climbing hills, etc. The use of shift pedal is shown in the illustration (page 3-6).
To shift into NEUTRAL, depress the shift pedal repeatedly until it reaches the end of its travel (you will feel a stop when you are in first gear), then raise the pedal slightly.

CAUTION:

1. **Do not coast for long periods with the engine off, and do not tow the motorcycle a long distance. Even with gears in neutral, the transmission is only properly lubricated when the engine is running. Inadequate lubrication may damage the transmission.**
2. **Always use the clutch when changing gears. The engine, transmission, and driveline are not designed to withstand the shock of forced shifting and can be damaged by shifting without using the clutch.**

Tips for reducing fuel consumption

Your motorcycleís fuel consumption depends to a large extent on your riding style. The following tips can help reduce fuel consumption.

1. Warm up the engine before riding.
2. Turn off the starter lever as soon as possible.
3. Shift up swiftly and avoid high engine speeds during acceleration.
4. Do not double-clutch or rev the engine while shifting down and avoid high engine speeds with no load engine.
5. Turn off the engine instead of letting it idle for an extended lenght of time, i.e. in traffic jams, at traffic lights or railroad crossings.

Engine Break-in

There is never a more important period in the life of your motorcycle than the period 1.000Km. For this reason we ask that you carefully read the following material. Because the engine is brand new, you must not put an excessive load on it for the first several hours of running.
During this period, prolonged full throttle operation, or any condition which might result in excessive heating of the engine must be avoided.

1. 0 ~ 150 Km:
   Avoid operation above 1/3 throttle. Stop the engine and let it cool for 5 to 10 minutes after every hour of operation. Vary the speed of the motorcycle from time to time. Do not operate it at one set throttle position.

2. 150 ~ 500 Km:
   Avoid prolonged operation above 1/2 throttle. Allow the machine to rev freely through the gears, but do not use full throttle at any time.

3. 500 ~ 1,000 Km:
   Avoid cruising speeds in excess of 3/4 throttle.

CAUTION:

After 1,000Km of operation, be sure to replace the engine oil.

4. After 1,000 Km:
   Avoid prolonged full throttle operation. Vary speeds occasionally.

CAUTION:

If any engine trouble should occur during the break-in period, consult a Yamaha dealer immediately.

Parking

When parking the motorcycle, stop the engine and remove the ignition key. Turn the fuel cock to ìOFFî whenever stopping the engine.

WARNING:

The muffler and exhaust pipe are hot. Park the motorcycle in a place where pedestrians or children are not likely to touch the motorcycle. Do not park the motorcycle on a slope or soft ground; the motorcycle may fall over.

PERIODIC MAINTENANCE AND MINOR REPAIRS

Perodic inspection, adjustment, and lubrication will keep your motorcycle in the safest and most efficient condition possible. Safety is an OBLIGATION of the motorcycle owner.

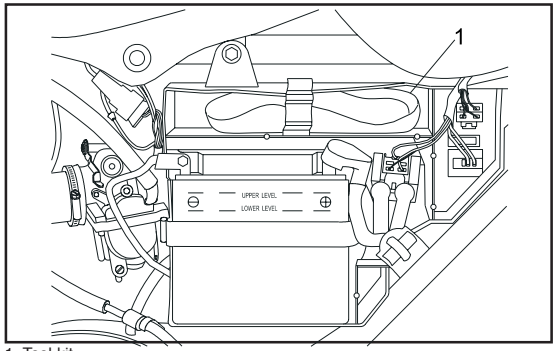
The maintenance and lubrication schedule chart should be considered strictly as a guide to general maintenance and lubrication intervals. YOU MUST TAKE INTO CONSIDERATION THAT WEATHER, TERRAIN, GEOGRAPHICAL LOCATIONS, AND A VARIETY OF INDIVIDUAL USES ALL TEND TO DEMAND THAT EACH OWNER ALTER THIS TIME SCHEDULE TO SHORTER INTERVALS TO MATCH THE ENVIRONMENT.

The most important points of motorcycle inspection, adjustment, and lubrication are explained in the following pages.

CAUTION:

If you are not familiar with motorcycle service, this work should be done by a Yamaha dealer.

Tool kit



1. Tool kit

The tools provided in the ownerís tool kit are to assist you in the performance of periodic maintenance. However, some other tools such as a torque wrench are also necessary to perform the maintenance correctly.

NOTE:

If you do not have necessary tools required during a service operation, take your motorcycle to a Yamaha dealer for service.

WARNING:

Modifications to this motorcycle not approved by Yamaha may cause loss of performance, excessive emissions, and render it unsafe for use. Consult a Yamaha dealer before attempting any changes.

PERIODIC MAINTENANCE / LUBRICATION

ITEM	REMARKS	1,000KM	3,000KM	EVERY 3,000KM OR ERERY 6 MONTHS
Valves*	How it sounds / Adjust if necessary.	○	○	○
Spark plug	Check condition and clean if necessary. Replace if necessary every 12,000 Km.	○	○	○
Air filter	Clean or replace if necessary.	○	○	○
Fuel line	Check fuel hose, for cracks or damage.	○	○	○
Carburetor*	Adjust	○	○	○
Battery*	Check electrolyte level, routing breather pipe.	○	○	○
Engine oil	Replace / Check level	○	○	○
Muffler	Check damage, Retighten.		○	○
Brakes*	Check operation, adjust. Grease the brake cam.	○	○	○
Rear arm pivot*	Check rear arm assembly for looseness. Moderately repack.***		○	○
Wheels* and tires	Check tire pressure, runout and spoke tightness.	○	○	○
Wheel bearings*	Check looseness and damage.		○	○
Steering bearings*	Check loosenes. Repack every 12,000 km or 12 month.**	○	○	○

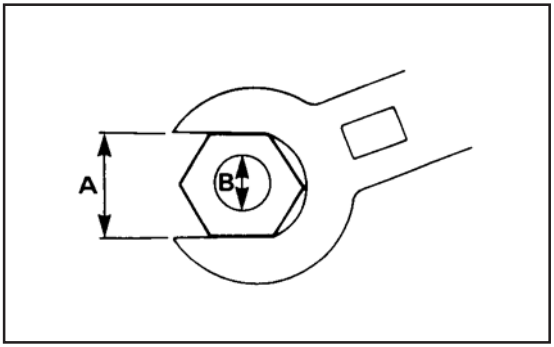
ITEM	REMARKS	1,000KM	3,000KM	EVERY 3,000KM OR EVERY
Front forks*	Check operation / oil leakage.		○	○
Rear shock absorber*	Check operation / oil leakage.	○	○	○
Drive chain	Check chain slack / lubricate, adjust if necessary.	Every 500 Km		
Fittings / fasteners	Check and looseness.	○	○	○
Centerstand and sidestand*	Check operation, looseness.	○	○	○
Control cables: throttle / clutch / front brake	Adujst / Check operation Lubricate every 12,000 Km.	○	○	○
Lights and flashers	Check operation.	○	○	○
Nuts and bolts	Check tighten.	○	○	○
Motorcycle Aspect	General Check	○	○	○

* : It is recommended that these items be serviced by a Yamaha dealer.
** : Molybdenum disulfide grease.
*** : Lithium soap based grease.

Torque specifications

Use a torque wrench to tighten these items. It is recommended that these items be checked occasionally, specially before a long trip. Always check the tightness of these items whenever they are loosened for any reason.

A (Nut)	B (Bolt)	General torque especifications		
		Nm	kgf.m	lbf. ft
10 mm	6 mm	6	0,6	4,3
12 mm	8 mm	15	1,5	11
14 mm	10 mm	30	3,0	22
17 mm	12 mm	55	5,5	40
19 mm	14 mm	85	8,5	61
22 mm	16 mm	130	13,0	94



Item	Torque		
	Nm	kgf.m	lbf.ft
Spark plug	12,5	1,25	9.0
Engine oil drain plug	20	2,0	14.5
Oil check bolt	7	0,7	5.0
Front wheel axle nut	45	4,5	32.5
Rear wheel axle nut	91	9,1	66

Engine oil

1. Oil level measurement

a. Place the motorcycle on a level place and hold it in an upright position. Warm up the engine for several minutes.

NOTE:

Be sure the motorcycle is positioned straight up when checking the oil level. A slight tilt toward the side can result in false readings.

b. With the engine stopped, with the engine stopped, unscrew the oil filler cap/ dispstick and rest it on the threads of the ok.

NOTE:

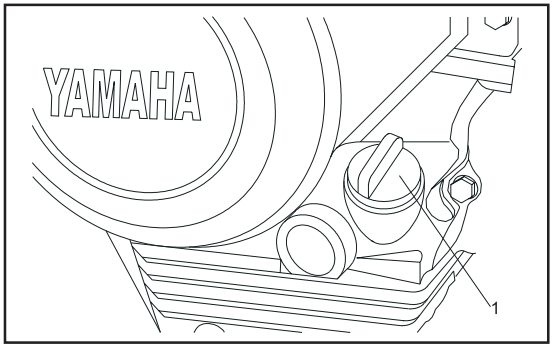
Wait a few minutes until the oil level settles before checking.

c. Remove the oil filler cap/ dispstick, clean it with a dry cloth and check the oil level.

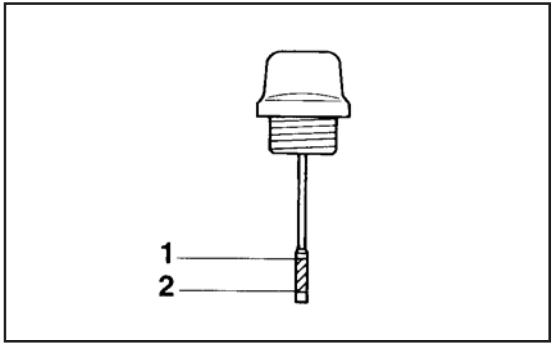
NOTE:

To check the oil level the oil filler cap/ dispstick can not be screwed, just lightly seated in place.

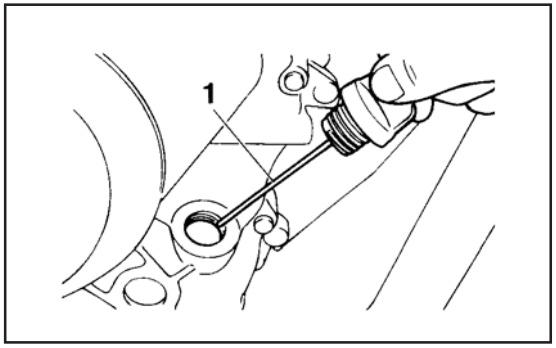
d. The oil level should be between the maximum and minimum marks. If the level is low, add oil to raise it to the indicated level, check for oil leakage.



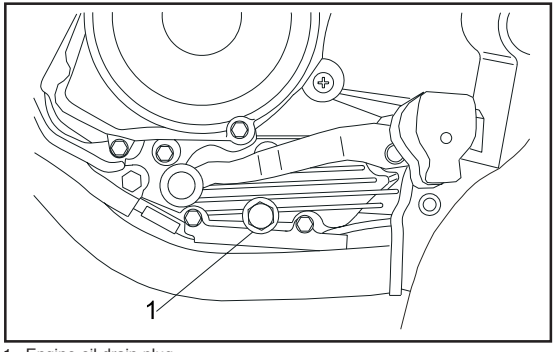
1. Engine oil filler cap



1. Maximum mark 2.Minimum mark



1.Dipstick



1. Engine oil drain plug

2. Engine oil and filter replacement

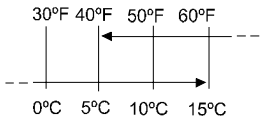
a. Warm up the engine for a few minutes.
b. Stop the engine. Place an oil pan under the engine and remove the dipstick.
c. Remove the drain plug and drain the oil.
d. Reinstall the drain plug, check if the gasket is damaged and tighten it to the specified torque.

Tightening torque:
Drain plug:
20 N.m (2.0 kgf.m, 14.5 lbf.t)

e.Fill engine with oil. Install the oil filter cap and tighten.

Recommended oil:

Yamalube 4



Oil quantity:

Total amount:
1.2 L (0.264 Imp gal, 0.317 US gal)
Periodic oil change:
1.0 L (0.220 Imp gal, 0.264 US gal)

NOTE:

Recommended engine oil classification; API Service ìSHî type or equivalent

CAUTION:

Do not put in any chemical additives. Engine oil also lubricates the clutch and additives could cause clutch slippage.

CAUTION:

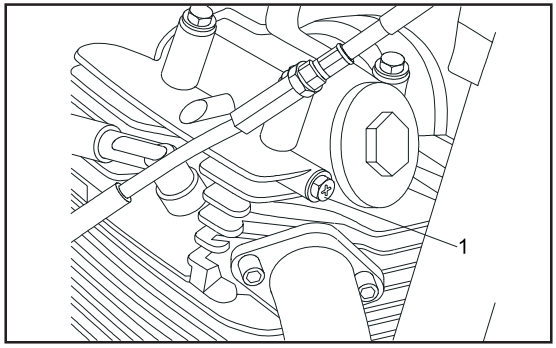
Be sure no foreign material enters the crankcase.

f. Start the engine and warm up for a few minutes. While warming up, check for oil leakage. If oil leakage is found, stop the engine immediately, and check for the cause.
g. Stop the engine and check the oil level.

CAUTION:

After replacing the engine oil, be sure to check the oil pressure.

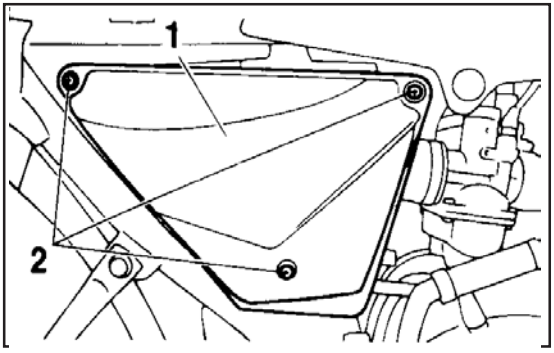
Oil pressure

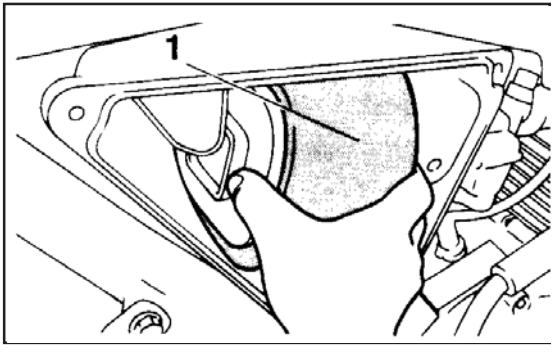


1. Check bolt

1. Remove the check bolt ① in the cylinder head.
2. Start the engine and keep it idling until oil flows out of the bleed hole. If no oil comes out after one minute, turn off the engine immediately so it will not seize. In such a case go to the nearest Yamaha dealer or other qualified mechanic for repairs.
3. After checking, tighten the check bolt to the specified torque.

Check bolt torque:
7 N.m (0.7 Kgf.m, 5.0 lbf.ft)

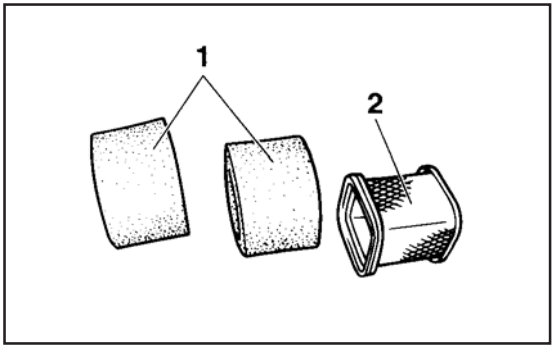


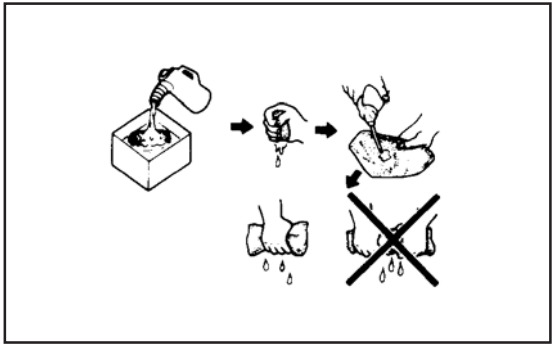


Air filter

The air filter should be cleaned at the specified intervals. It should be cleaned more frequently if you are riding in unusually wet or dusty areas.

1. Remove the right side cover.(pag. 3-13)
2. Remove the air filter case cover by removing the bolts.
3. Remove the clamp.
4. Remove the air filter from the case.





5. Remove the air filter elements from the guide and clean them with solvent. After cleaning, remove the remaining solvent by squeezing the air filter.
6. Apply recommended oil to the entire surface of the filter and squeeze out the excess oil. The air filter should be wet but not dripping.

Recommended oil:
Engine oil 20W50

7. Reinstall the air filter and lock it with the clamp.
8. Install the air filter case cover and the right side cover.

CAUTION:

Make sure the element is properly seated in the air filter case.

CAUTION:

The engine should never be run without the air filter element installed; excessive piston and/or cylinder wear may result.

Carburetor adjustment

The carburetor is a vital part of the engine. Adjusting should be left to a Yamaha dealer who has the professional knowledge, specialized data, and equipment to do so properly. However, the following may be serviced by the owner as part of routine maintenance.

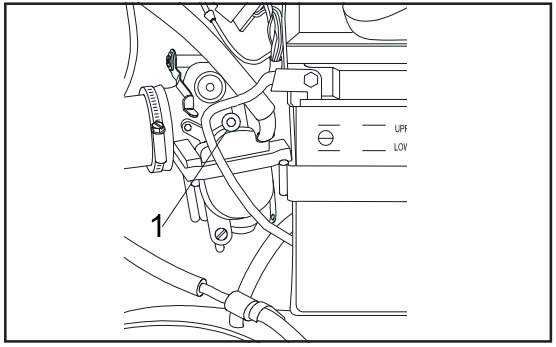
CAUTION:

The carburetor was set at Yamaha factory after many tests. If the settings are changed, poor engine performance and damage may result.

Valve clearance adjustment

The correct valve clearance changes with use, resulting in improper fuel/air supply or engine noise. To prevent this, valve clearance must be adjusted regularly. This adjustment, however, should be left to a professional Yamaha service technician.

Idle speed adjustment



1. Throttle stop screw

Standard idle speed:
1,300 ~ 1,400 r/min

NOTE:

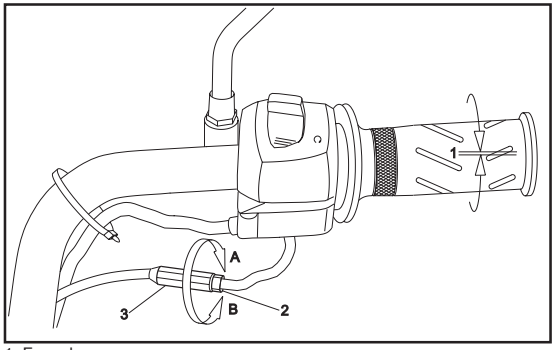
A diagnostic tachometer must be used for this procedure.

1. Attach the tachometer. Start the engine and warm it up for a few minutes (normally, 1 or 2 minutes) at approximately 1,000 to 2,000 r/min. Occasionally rev the engine to 4,000 to 5,000 r/min. The engine is warm when it quickly responds to the throttle.
2. Set the idle to the specified engine speed by adjusting the throttle stop screw; turn the screw in to increase engine speed and out to decrease engine speed.

NOTE:

If the specified idle speed cannot be obtained by performing the above adjustment, consult a Yamaha dealer.

Throttle cable adjustment



1. Free play
2. Locknut
3. Adjuster

Free play:
3 ~ 7 mm (0.12 ~ 0.28 in)

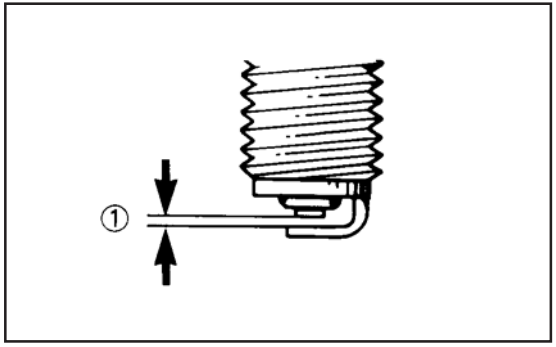
NOTE:

Before checking the throttle cable free play, the engine idling speed should be adjusted.

The throttle cable should have an specified free play in the turning direction at the grip flange. If the free play is incorrect, follow the instructions below.

1. Loosen the locknut.
2. Turning the adjuster to:
Direction A : increase free play
Direction B: reduces free play
3. Tighten the locknut.

Spark plug inspection



1. Spark plug gap

The spark plug is an important engine component and is easy to inspect. The condition of the spark plug can indicate the condition of the engine.
The ideal color on the white porcelain insulator around the center electrode is a medium to light tan color for a motorcycle that is being ridden normally. Do not attempt to diagnose any problems yourself. Instead, take the motorcycle to a Yamaha dealer. You should periodically remove and inspect the spark plug because heat and deposits will cause the spark plug to slowly break down and erode.
If electrode erosion becomes excessive, or if carbon and other deposits are excessive, you should replace the spark plug with the specified plug.

Standard spark plug:
CR7HSA (NGK) and U22FSR-U (DENSO)

Before installing the spark plug, measure the electrode gap with a wire thickness gauge and adjust the gap to specification as necessary.

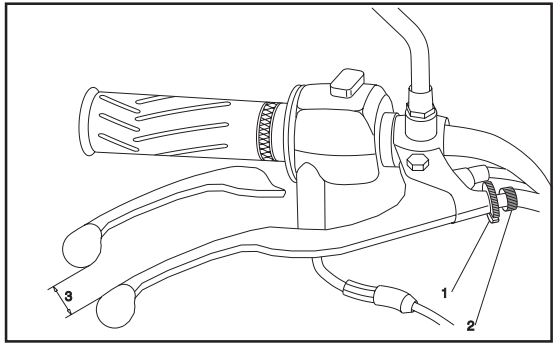
Spark plug gap:
0.7 mm (0.028 in)

When installing the plug, always clean the gasket surface and use a new gasket. Wipe off any grime from the threads, and torque the spark plug properly.

Spark plug torque:
12.5 N.m (1.25 Kgf.m, 9 lbf.ft)

NOTE:
If a torque wrench is not available when you are installing a spark plug, a good estimate of the correct torque is 1/4 to 1/2 turn past finger tight. Have the spark plug torqued to the correct value as soon as possible with a torque wrench.

Front brake adjustment

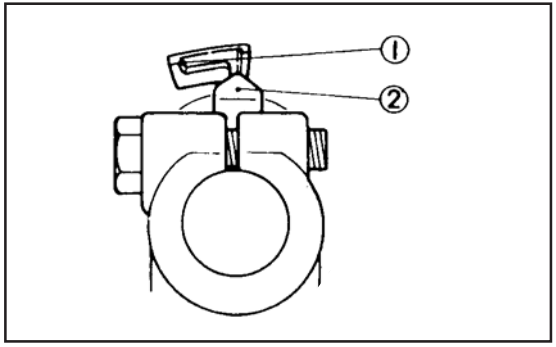


1. Adjuster 2. Locknut 3. Free play

The front brake lever free play should be adjusted to 10 ~15 mm (0,4 ~0.6 in).

1. Loosen the locknut
2. Turn the adjusting nut in direction clockwise to increase free play and direction counterclockwise to decrease free play.
3. Tighten the locknut.
4. Major adjustment may be made at adjusting bolt wich is located besides the front brake shoe plate.
5. To complete the adjustment, turn the adjusting bolt clockwise until appropriate freeplay is obtained.

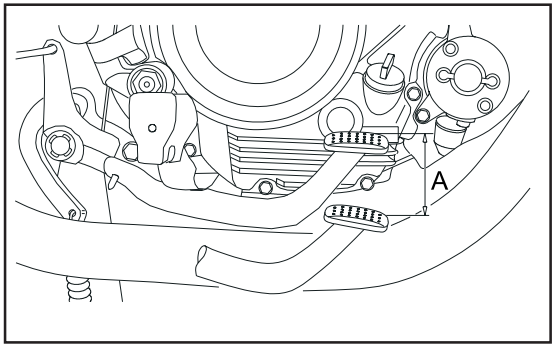
Cheking the brakes shoes



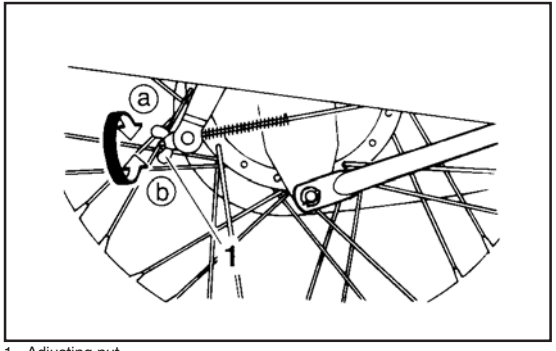
1. Wear limit line 2. Wear indicator

Apply the brake and inspect the wear indicator. If the indicator reaches the wear limit line, ask a Yamaha delaer to replace the shoes.

Rear brake adjustment



a. Free play: 20 ~ 30 mm (0.8 ~ 1.2 in)



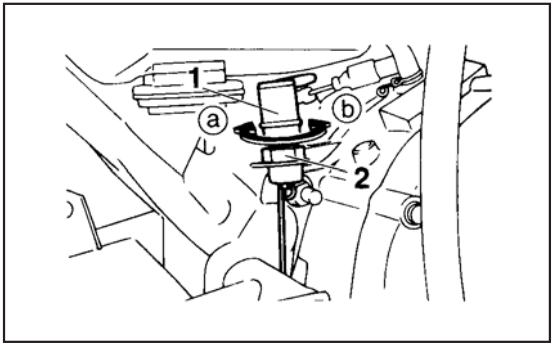
1. Adjusting nut

Check the free play the rear brake pedal free play should be adjusted to 20 ~ 30 mm (0.8 ~ 1.2 in) at the brake pedal end.
Turn the adjusting nut in direction ⓐ to increase free play and in direction ⓑ to decrease free play.
Press the brake pedal several times and check if the wheel turns free when the pedal is released.

CAUTION:

For brake pedal adjustment, be sure to proceed as follows (it is advisable to have a Yamaha dealer make this adjustment.)
Check the operation of the brake light after adjusting the rear brake.

Brake light switch adjustment



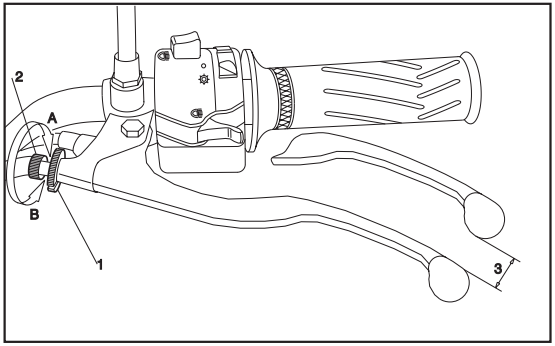
1. Brake light switch 2. Adjusting nut

The rear brake light switch is activated by the brake pedal and is properly adjusted when the brake light comes on just before braking takes effect. To adjust the rear brake light switch, hold the switchbody so it does not rotate while turning the adjusting nut.

Turn the adjusting nut in direction ⓐ to make the brake light come on earlier.

Turn the adjusting nut in direction ⓑ to make the brake light come on later.

Clutch adjustment



1. Lock nut 2. Adjuster a. 10~15 mm (0.4 ~0.5 in)

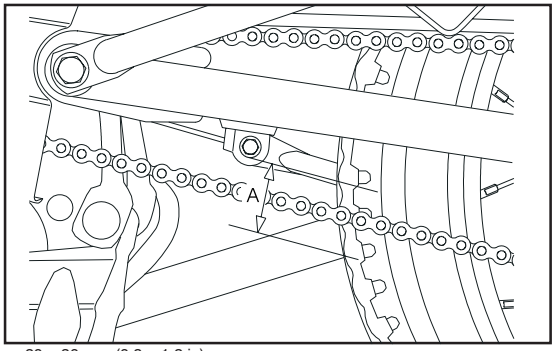
The clutch lever free play should be adjusted to 10~15 mm (0.4 ~0.6 in) at the clutch lever end. If the free play is incorrect, adjust as follows.

1. Loosen the lock nut at the handlebar.
2. Turn the adjuster in or out until proper lever free play is obtained.
3. Tighten the lock nut.
4. If the free play is still incorrect, make an adjustment at the crankcase side.

NOTE:

If proper adjustment cannot be obtained or the clutch does not work correctly, ask a Yamaha dealer to inspect the internal clutch mechanism.

Drive chain slack check



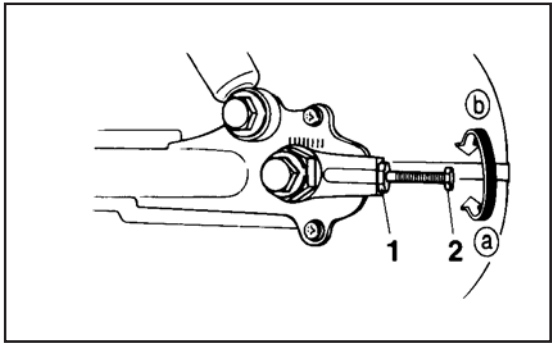
a. 20 ~ 30 mm (0.8 ~ 1.2 in)

NOTE:

Spin the wheel several times and find the tightest position of the chain. Check and/or adjust the chain slack while it is in this tightest position.

To check the chain slack the motorcycle must be held straight up with both wheels on the ground and without rider. Check the slack at the position shown in the illustration. Normal slack is approximately 20 ~ 30 mm (0.8 ~ 1.2 in). If the slack exceeds 30 mm (1.2 in), adjust.

Drive chain slack adjustment



1. Locknut 2. Adjusting bolt

1. Loosen the rear brake pedal free play adjusting nut.
2. Loosen the axle nut.
3. Loosen the chain adjusting locknuts on each chain puller. To tighten the chain, turn the chain adjusting nuts in direction ⓐ .To loosen the chain turn the chain adjusting nuts in direction ⓑ and push the wheel forward. Turn each chain adjusting nut exactly the same amount to maintain correct axle alignment. There are marks on each chain puller. Use these marks to align the rear wheel.

CAUTION:

Too little chain slack will overload the engine and other vital parts. Keep the slack within the specified limits.
To maintain correct axle alignment, Ensure the notch on the adjuster is on the same mark on left and right side

4. After adjusting, be sure to tighten each chain adjusting locknut. The tighten the axle nut to the specified torque

Axle nut torque:
91 N.m (9.1 Kgf.m, 66 lbf.ft)
Locknut torque:
15 N.m (1.5 Kgf.m, 11 lbf.ft)

5. Adjust the free play in the brake pedal.

CAUTION:

Check the operation of the brake light after adjusting the rear brake.

Drive chain lubrication

The chain consists of many parts which work with each other. If the chain is not maintained properly, it will wear out quickly. Therefore, the chain must be serviced regularly. This service is especially necessary when riding in dusty areas.

1. Use Yamaha Chain and Cable Lube or any brands of spray-type chain lubricant. First, remove all dirt and mud from the chain with a brush or cloth, then spray lubricant between both rows of side plates and on all center rollers. The chain should be lubricated every 500 km (300 mi).
2. To clean the chain, remove it from the machine, dip it in solvent, and clean out as much dirt as possible. Take the chain out of the solvent and dry it. Immediately lubricate the chain to prevent it from rusting.

Cable inspection and lubrication

WARNING:

Damage to the outer housing of cables may allow internal rusting and cause interfere with cable movement. Replace damaged cables as soon as possible to prevent unsafe conditions.

Lubricate the inner cable and the cable end. If it does not operate smoothly, ask a Yamaha dealer to replace them.

RECOMMENDED LUBRICANT:
Engine oil SAE 20W50

Throttle cable and grip lubrication

The throttle twist grip assembly should be greased at the time the cable is lubricated, since the grip must be removed to get at the end of the throttle cable.

After removing the screws, hold the end of the cable up in the air and put in several drops of lubricant. With the throttle grip disassembled, coat the metal surface of the grip assembly with a suitable all-purpose grease.

Brake and shift pedals

Lubricate the pivoting parts.

RECOMMENDED LUBRICANT:
Engine oil SAE 20W50

Brake and clutch levers

Lubricate the pivoting parts.

RECOMMENDED LUBRICANT:
Engine oil SAE 20W50

Sidestand

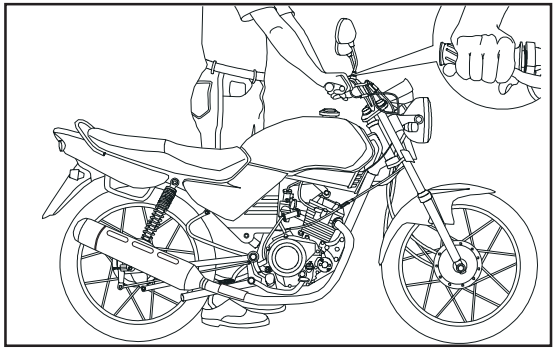
Lubricate the pivoting parts. Check to see that the sidestand moves up and down smoothly.

RECOMMENDED LUBRICANT:
Engine oil SAE 20W50

CAUTION:

If the sidestand does not move smoothly, consult a Yamaha dealer.

Front fork inspection



CAUTION:

Securely support the motorcycle so there is no danger of it falling over.

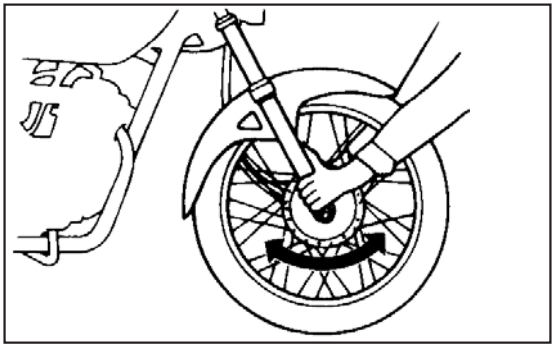
1. Visual check
   Check for scratches or damage on the inner tube and excessive oil leakage from the front fork.
2. Operation check
   Place the motorcycle on a level place.

a. Hold the motorcycle in an upright position and apply the front brake.
b. Push down hard several times and check if the fork rebounds smoothly.

WARNING:

If any damage or unsmooth movement is found with the front fork, consult a Yamaha dealer.

Steering inspection



Periodically inspect the condition of the steering. Worn out or loose steering bearings may be dangerous. Place a stand under the engine to raise the front wheel off the ground. Hold the lower end of the front forks and try to move them forward and backward. If any free play can be felt, ask a Yamaha dealer to inspect and adjust the steering. Inspection is easier if the front wheel is removed.

WARNING:

Securely support the motorcycle so there is no danger of it falling over.

Wheel bearings

If there is play in the front or rear wheel hub or if the wheel does not turn smoothly, have a Yamaha dealer inspect the wheel bearings. The wheel bearings should be inspected according to the Maintenance Schedule.

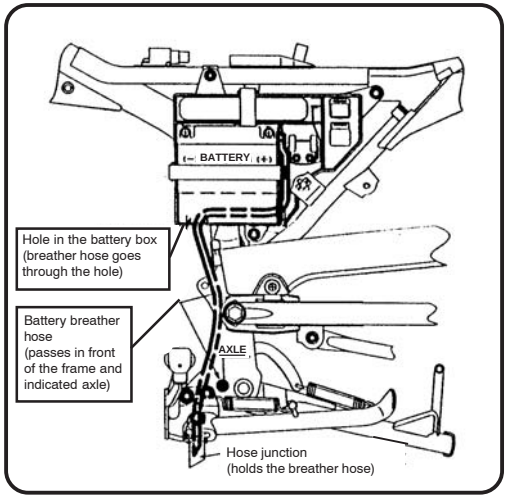
Battery

Check the level of the battery electrolyte and make sure that the terminals are tight. Add distilled water if the electrolyte level is low.

WARNING:

1. **When inspecting the battery, make sure that the battery breather pipe routing is correct. If the breather pipe touches painted parts, or if its end is in such a position that may cause gas or electrolyte leakage, it may cause structural or esthetic damages to the motorcycle.**
2. **Take care not to spill battery fluid on the chain. Battery fluid may weaken the chain causing shorter chain life and possibly result in an accident.**

BATTERY BREATHER HOSE ROUTING

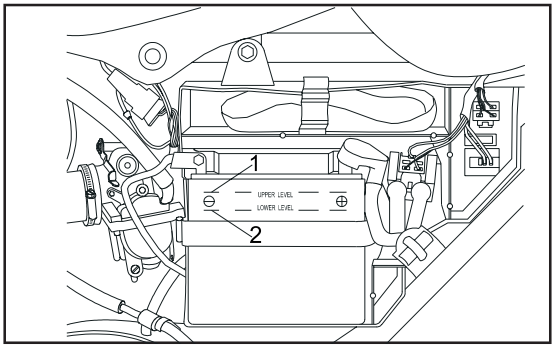

(–) BATTERY (+)
Hole in the battery box (breather hose goes through the hole)
Battery breather hose (passes in front of the frame and indicated axle)
AXLE
Hose junction (holds the breather hose)

YAMAHA

CAUTION:

Battery electrolyte is poisonous and dangerous, causing severe burns, etc. It contains sulfuric acid. Avoid contact with skin, eyes or clothing.
Antidote:
EXTERNAL: Flush with water.
INTERNAL: Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg, or vegetable oil. Call a physician immediately.
EYES: Flush with water for 15 minutes and get prompt medical attention.
Batteries produce explosive gases. Keep sparks, flame, cigarettes, etc., away. Ventilate when charging or using it in an enclosed space. Always shield your eyes when working near batteries.
KEEP OUT OF REACH OF CHILDREN.

Replenishing the battery fluid



1. Maximum marks
2. Minimum marks

A poorly maintained battery will corrode and discharge quickly. The battery fluid should be checked at least once a month.
The level should be between the minimum and maximum marks. Use only ìdistilled waterî if refilling is necessary.

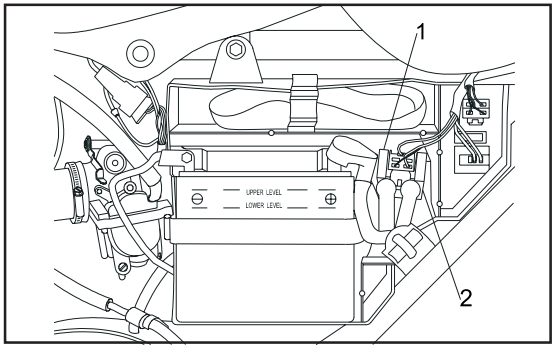
WARNING:

Normal tap water contains minerals which are harmful to a battery; therefore, refill only with “distilled water”.

Storage the battery

1. When the motorcycle is not used for a month or longer, remove the battery and store it in a cool, dark place. Completely recharge the battery before reinstallation.
2. If the baterry needs to be stored for a longer period than the period mentioned above, check the specific gravity at least once a month, and recharge it when the specific gravity is below normal.
3. Always make sure the connections are correct when reinstalling the battery. The red (positive) lead is for the + terminal and the black (negative) lead is for the - terminal. Always connect the red (positive) lead first, then connect the black (negative) lead. Make sure that the battery breather pipe is correctly routed, free of obstructions, and in good condition.

Fuse replacement



1. Fuse 2. Reserve

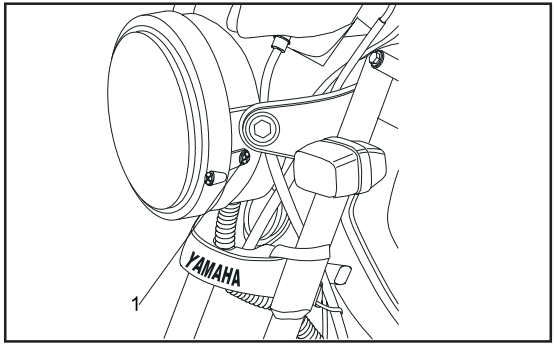
If a fuse is blown, turn off the ignition switch and the switch of the circuit in question. Install a new fuse of proper amperage. Turn on the switches and see if the electrical device operates. If the fuse immediately blows again, consult a Yamaha dealer.

CAUTION:

Do not use fuses of higher amperage rating than those recommended. Substitution of a fuse of improper rating can cause extensive electrical system damage and possibly a fire.

FUSE CAPACITY:10 A

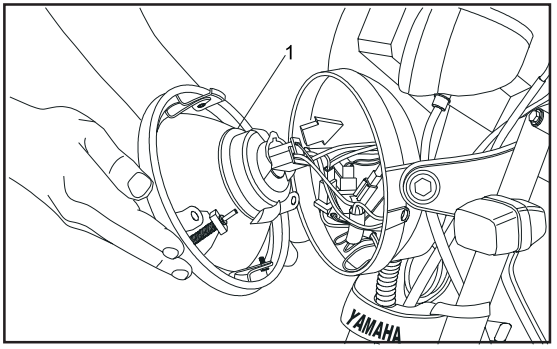
Headlight bulb replacement



1. Screw

If the headlight bulb burns out, replace the bulb as follows:

1. Remove the screws.

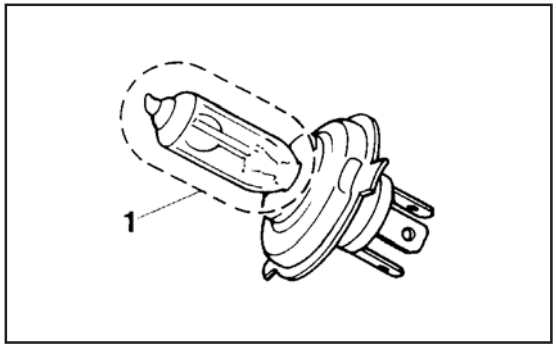


1. Rubber cover

2. Loosen the bulb connectors and remove the rubber cover.
3. Turn the bulb socket counterclockwise and remove the bulb.

CAUTION:

Keep flammable products and your hands away from the bulb while it is on, as it is hot. Do not touch the bulb until it cools down



1. Bulb

WARNING:

Avoid touching the glass part of the headlight bulb to keep it free from oil, otherwise the transparency of the glass, the life of the bulb and the luminous flux will be adversely affected. If the headlight bulb gets soiled, thoroughly clean it with a cloth moistened with alcohol or lacquer thinner.

4. Put a new bulb, install the socket and the bulb rubber cover.
5. Reconnect the connectors.
6. Reinstall the headlight assy. If it is necessary to adjust the headlight beam, please consult a Yamaha dealer.

Turn signal bulb replacement

1. Remove the screws and the lens.
2. Push the bulb inward and turn it counterclockwise.
3. Place a new bulb in the socket.
4. Install the lens and the screws.

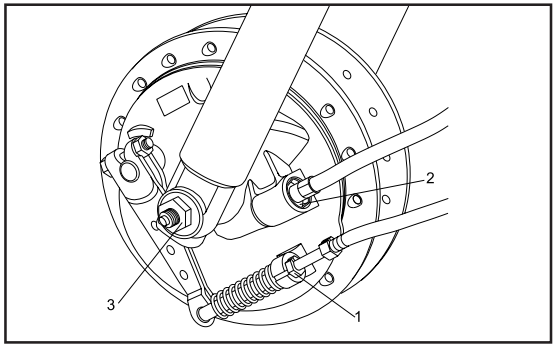
CAUTION:

Do not over-tighten the screws as the lens may break.

Taillight bulb replacement

1. Remove the lens.
2. Push the bulb inward and turn it counterclockwise.
3. Place a new bulb in the socket.
4. Install the lens.

Front wheel removal



1. Lock nut 2. Clip 3. Axle nut

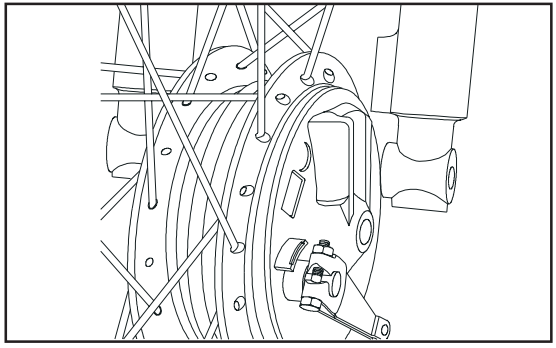
CAUTION:

It is advisable to have a Yamaha dealer service the wheel.

Securely support the motorcycle so there is no danger of it falling over.

1. Place the motorcycle on the centerstand.
2. Loosen the front brake cable by loosening the adjusting bolt.
3. Remove the speedometer cable by loosening the cable clip.
4. With the help of ar appropriete tool completely loose the axle nut and remove it.

Front wheel installation

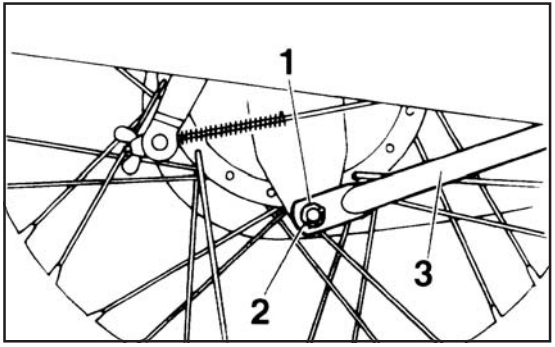


When installing the front wheel, reverse the removal procedures.
Pay attention to the following points:

2. Make sure the slot in the brake shoe plate fits over the stopper on the front fork outer tube.
3. Make sure the axle nut is properly torqued.

Axle nut torque:
45 N.m (4,5 Kgf.m, 32,5 lbf.ft)

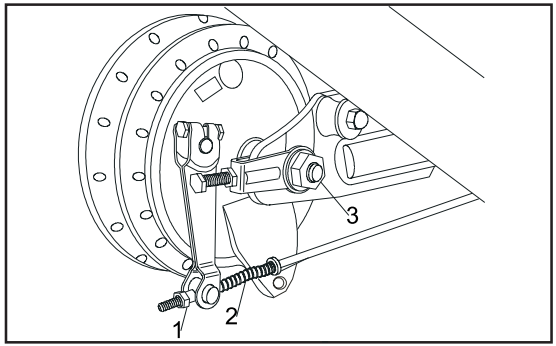
Rear wheel removal



1. Nut 2. Cotter pin 3. Tension bar

CAUTION:
It is advisable to have a Yamaha dealer service the wheel.
Securely support the motorcycle so there is no danger of it falling over.

1. Place the motorcycle on the centerstand.
2. Remove the cotter pin and nut. Then remove the tension bar from the brake shoe plate.



1. Adjusting Nut 2. Brake Rod 3. Axle Nut

3. Remove the brake adjusting nut and brake rod from the brake cam lever.
4. Remove the axle nut and axle.
5. Remove the wheel assembly.

Rear wheel installation

When installing the rear wheel, reverse the removal procedures. Pay attention to the following points:

1. Adjust the drive chain.
2. Tighten the axle nut and the tension bar nut to the specified tightening torque.

Axle nut torque: 91 N.m (9.1 Kgf.m, 66 lbf.ft) Tension bar nut: 19 N.m (1.9 Kgf.m, 14 lbf.ft)

3. Adjust the rear brake.

CAUTION:

Check the operation of the brake light after adjusting the rear brake.

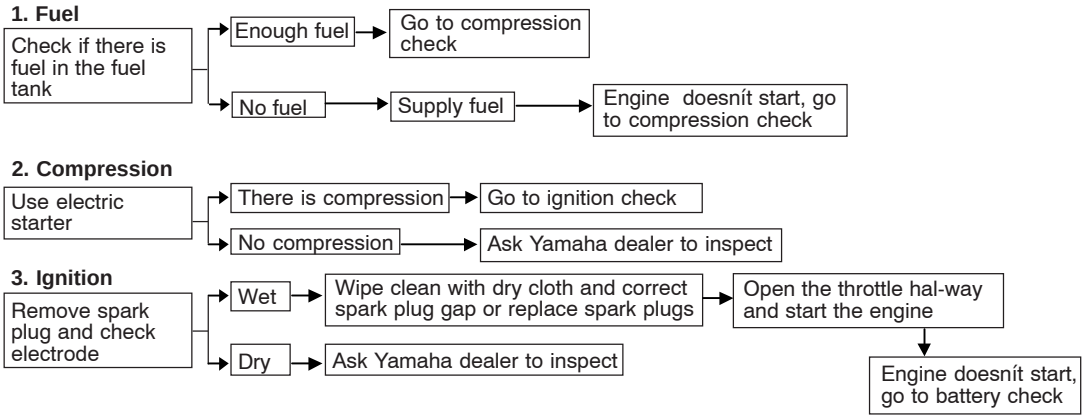
Troubleshooting

Although Yamaha motorcycles receive a rigid inspection before shipment from the factory, trouble may occur during operation. Any problem in the fuel, compression, or ignition systems can cause poor starting and loss of power. The troubleshooting chart describes a quick, easy, procedure for making checks. If your motorcycle requires any repair, bring it to a Yamaha dealer. The skilled technicians at a Yamaha dealership have the tools, experience, and know-how to properly service your motorcycle. Use only genuine Yamaha parts on your motorcycle. Imitation parts may look like Yamaha parts, but they are often inferior. Consequently, they have a shorter service life and can lead to expensive repair bills.

Troubleshooting chart

WARNING:

Never check the fuel system while smoking or in the vicinity of an open flame.


1. Fuel
Check if there is fuel in the fuel tank
Enough fuel
Go to compression check
No fuel
Supply fuel
Engine doesnít start, go to compression check
2. Compression
Use electric starter
There is compression
Go to ignition check
No compression
Ask Yamaha dealer to inspect
3. Ignition
Remove spark plug and check electrode
Wet
Wipe clean with dry cloth and correct spark plug gap or replace spark plugs
Open the throttle hal-way and start the engine
Engine doesnít start, go to battery check
Dry
Ask Yamaha dealer to inspect

CLEANING AND STORAGE

A. CLEANING

Frequent, thorough cleaning of your motorcycle will not only enhance its appearance but will improve its general performance and extend the useful life of many components.

1. Before cleaning the motorcycle:

a. Block off the end of the exhaust pipe to prevent water entry; a plastic bag and strong rubber band may be used.

b. Make sure the spark plug and all filler caps are properly installed.

2. If the engine case is excessively greasy, apply degreaser with a paint brush. Do not apply degreaser to the chain, sprockets, or wheel axles.

3. Rinse the dirt and degreaser off with a garden hose, Use only enough pressure to do the job.

CAUTION:

Excessive hose pressure may cause water seepage and deterioration of wheel bearings, front fork, brakes, transmission seals and electrical parts.

CAUTION:

Many expensive repair bills have resulted from improper high pressure detergent applications such as those available in coin-operated car washers.

4. Once the majority of the dirt has been hosed off, wash all surfaces with warm water and mild, detergent-type soap. An old toothbrush or bottle brush is handy for hard-to-get-at places.
5. Rinse the motorcycle off immediately with clean water and dry all surfaces with a chamois, clean towel, or soft absorbent cloth.
6. Dry the chain and lubricate it to prevent rust.
7. Clean the seat with a vinyl upholstery cleaner to keep the cover pliable and glossy.
8. Automotive-type wax may be applied to all painted and chrome-plated surfaces. Avoid combination cleaner-waxes. Many contain abrasives which may mar the paint or protective finish. When finished, start the engine and let it idle for several minutes.

B. STORAGE

Long term storage (30 days or more) of your machine will require some preventive procedures to guard against deterioration. After thoroughly cleaning the machine, prepare for storage as follows:

1. Drain the fuel tank, fuel lines, and carburetor float bowl(s).
2. Remove the spark plug(s), pour about one tablespoon of SAE 20W50 motor oil in the spark plug hole(s) and reinstall the spark plug(s).
   Kick the engine over several times (with the ignition off) to coat the cylinder walls with oil.
3. Remove the drive chain. Clean it thoroughly with solvent and lubricate it.
   Reinstall the chain or store it in a plastic bag (tied to frame for safe-keeping).
4. Lubricate all control cables.
5. Block up the frame to raise both wheels off the ground.
6. Tie a plastic bag over the exhaust pipe outlet to prevent moisture from entering.
7. If storing in a humid or salt-air atmosphere, coat all exposed metal surfaces with a light film of oil. Do not apply oil to any rubber parts or the seat cover.
8. Remove the battery and charge it. Store it in a dry place and recharge it once a month. Do not store the battery in an excessively warm or cold place (less than 0ƒC (30ƒF) or more than 30ƒC (90ƒF).

NOTE:
Make any necessary repairs before storing the machine.

MODEL	YBR 125K
Dimension:	
Overall length	1,980 mm (78 in)
Overall width	745 mm (29 in)
Overall height	1,050 mm (41 in)
Seat height	780 mm (31 in)
Wheel base	1,290 mm (51 in)
Minimum ground clearance	175 mm (7 in)
Basic weight:	105 Kg (231.5 lb)
With oil and without fuel:	116 Kg (255.7 lb)
Minimum turning radius:	1,750 mm (70 in)
Engine:	
Type	Air cooled, 4-stroke gasoline, SOHC
Cylinder arrangement	Single cylinder, Forward inclined
Displacement	123.7 cm^3
Bore x Stroke	54 x 54 mm (2.13 x 2.13 in)
Compression rate	10.0 : 1
Starting system	Kick starter
Lubrication system	Wet sump

MODEL	YBR 125K
Engine oil: Type	Yamalube 4 or SAE 20W50 type SH
Capacity: Periodic oil change Total amount	1.0 L (0.220 Imp galt, 0.264 US gal) 1.2 L (0.264 Imp gal, 0.317 US gal)
Air filter:	Wet type element
Fuel: Type Tank capacity Reserve amount	Regular unleaded gasoline 13 L (2.860 Imp gal, 3.434 US gal) 1.7 L (0.374 Imp gal, 0.450 US gal)
Carburetor: Type/manufacturer	VM 20 / MIKUNI
Spark plug: Type/manufacturer Gap	CR7HSA / NGK or U22FSR-U / DENSO 0.7 mm (0.028 in)
Clutch type:	Wet, multi-disc

MODEL	YBR 125K
Transmission: Primary reduction system Primary reduction rate Secondary reduction system Secondary reduction rate Transmission type Operation Gear ratio 1st 2nd 3rd 4th 5th	 Spur gear 68 / 20 Chain drive 45 / 14 Constant mesh 5-speed Left foot operation 37 / 14 32 / 18 25 / 19 23 / 22 21 / 24
Chassis: Frame type Caster angle Trail	 Diamond 26ƒ 20î 103 mm (4,0 in)
Tire: Type Size: Front Rear	 With tube 2.75-18 42P MT39 90/90-18 57P MT15

MODEL	YBR 125K
Brakes: Front brake type Operation Rear brake type Operation	 Drum brake Right hand operation Drum brake Right foot operation
Suspension: Front Rear	 Telescopic fork Swingarm (New monocross suspension)
Shock absorber: Front Rear	 Coil spring, Oil damper Gas, Coil spring, Oil damper
Front Rear	120 mm (5.0 in) 105 mm (4.0 in)
Electrical: Ignition system Generator system Battery type / capacity	 CDI AC Magneto generator 12N 5,5-3B / 12V 5,5 Ah

MODEL	YBR 125K
Headlight type:	Halogen bulb
Bulb wattage x quantity: Headlight tail / Brake light Flasher light	 12V 35w /35w (1pc) 12V 5w / 21w (1pc) 12V 10w (4pc)
Indicator light wattage x quantity: Panel Neutral lamp Headlight Flasher light	 12V x 3,4W (2pc) 14V x 3W (1pc) 14V x 3W (1pc) 14V x 3W (2pc)

PROTECT YOUR INVESTMENT
Use Genuine YAMAHA Parts And Accessories

See your Authorized YAMAHA Dealer for a Genuine YAMAHA Service Manual

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